

50X1-HUM

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Open-Cast Mining

1. Exploitation of the open-cast mining area at Katzendorf was continued during October and November 1954. German employees had expected that work in the area would terminate at the end of the year, but during November it was announced that it had been decided to remove another 1,500,000 cubic meters of waste and ore. German foremen believed that this would entail continuing exploitation of the area until the middle of 1955. Ore being mined was divided into two grades known locally as Sorte II and Sorte III, but the bulk was Sorte III.
2. Preparations for the exploitation of a new open-cast mining area immediately north of Stolzenberg, a village approximately two miles east of Ronneberg, began in early September. Early difficulties caused by the swampy nature of the terrain appear to have been overcome, and by mid-November three bulldozers were working 24 hours a day clearing topsoil to a depth of 7 m.

Underground Mining

3. Work underground continued in the Paitzdorf area in October and November. Observers in the area noted that the pit-heaps there had increased steadily in size over the period, and buildings were in process of construction.

Truenzig Loading Point

4. Ore of Sorte II and Sorte III is loaded into separate railroad cars. In October trains containing Sorte II were all being forwarded to Gittersee near Dresden. A car label on one such train seen in Truenzig bore the following text:

Teichwolframsdorf nach Dresden-Gittersee (33) Dre 2
Empfänger WISMUT A.G. Objekt 95
Werdau über Waage 15 t.

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STATE	x	ARMY	Ev	x	NAVY	x	AIR	x	FBI		AEC		OSI	Ev	x		
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Trains containing Sorte III ore were sent with a shuttle train service (Pendelzuege) to Zwickau/Crossen.

5. In November, however, although Sorte II and Sorte III were still being loaded separately, there was no indication that all Sorte II trains were going to Gittersee. In the first half of the month, the majority of trains went to Zwickau/Crossen, fewer to Dresden/Freital, and a very small percentage to Aue.
6. Three eight-hour shifts were being worked daily in the loading point, and an average of 40 to 50 15-ton trucks were loaded per shift.

General

7. During October and November there had been no dismissals of excess workers from Object 90 and, indeed, in mid-November additional labor was being sought.

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